

# COMMUNITY DEVELOPMENT ELEMENT

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





## INTRODUCTION

This section of the Plan identifies and evaluates goals, and makes recommendations that will result in the development of a community which protects and enhances environmental qualities, village life styles, is economically viable, is sensitive to individual rights, and encourages social balance, interaction, and harmony.

### generalized existing land uses

-  single family
-  duplex-single family mix
-  multiple family
-  commercial service



## BACKGROUND

Land in Del Mar, as in communities all over America, is a resource of great and increasing value. Relentless demands for housing, commercial enterprise, civic improvement, open space, and transportation are putting unprecedented pressures on local governments to better manage land use. A number of contrasting interests enter into this debate. They include: home residents who feel that the character of their neighborhoods is threatened by overscale housing and commercial development; homeowners for whom the costs of maintaining or upgrading their present properties are becoming prohibitive; developers who find their return on investment threatened by unanticipated new regulations; and the public at large who see rising rents, property prices and taxes, and vacant land vanishing.

This plan was developed and considered in an atmosphere of widespread concern over the extraordinarily rapid land development now occurring along the Southern California coastline. Revisions were undertaken in response to the 1976 California Coastal Act in an effort to insure that the Plan would be in conformance with the intent and policies of the coastal act. As within other coastal communities, there are both differing views as well as areas of agreement over what constitutes appropriate land use for the community. These differences and agreements, as well as the interests noted above, have all been represented and aired at meetings of the Planning Commission, the City Council, and at public workshops both in regard to specific land development projects and proposed new ordinances regulating land use.

The citizens of Del Mar who were involved in developing the Plan took into account the foregoing interests and areas of difference and agreement, and were aware that environmental resources are fragile, limited, and endangered by man's propensity to despoil them more rapidly than they can be renewed or sustained. It is clear that individual actions, if taken without regard to such dangers, and without consideration for overall and long-range community interests, may seriously abuse the living qualities of our environment, destroy unique beauty, and promote unreasonable congestion, pollution, and noise, to the detriment of present and future generations.

Central to this Community Plan is the principle that the interests of the community at large should be steadfastly protected within the framework of the essential rights of individual residents, property owners, and those doing business in the community. In implementing the plan, various kinds of conflicts are likely to arise, such as those between private and public interests, between diverse private interests, and between the needs of those who primarily regard their property as a place for living and working, and those who regard it as a commodity by which to profit. It is intended that such conflicts be resolved on the basis of the comprehensive and long-term concerns referred to in the preceding paragraphs; and under no circumstances should decisions be specifically directed to benefit any individuals of the community without regard to the interests of the other members of the community.



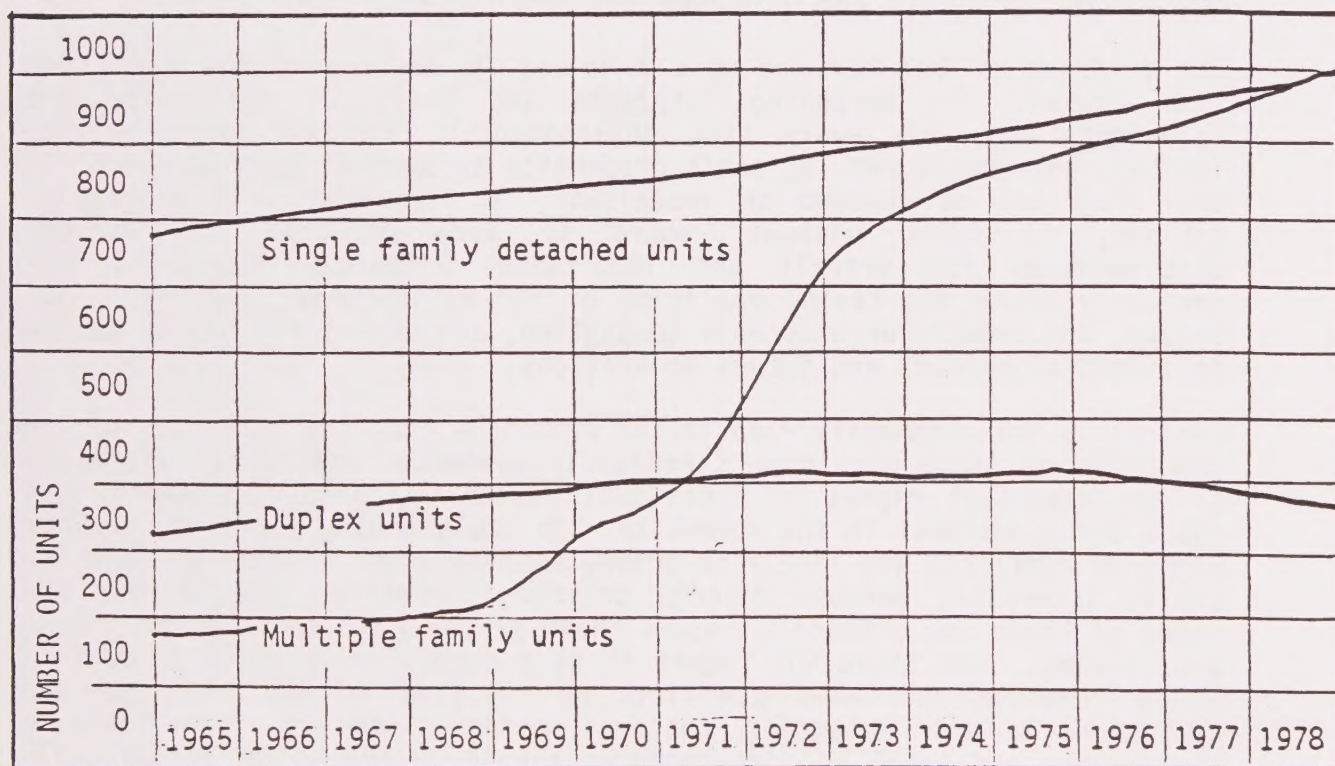
PERCENTAGE OF DWELLING UNITS  
TYPES BY JURISDICTION  
1977

	Single Family	Duplex Double	Mult-Family* (includes condos)
Carlsbad	49.2	6.0	44.6
Chula Vista	56.8	5.1	38.0
Coronado	41.2	10.1	48.6
Del Mar	41.4	17.1	41.4
El Cajon	45.1	2.3	52.4
Escondido	56.8	6.1	36.8
Imperial Beach	42.4	18.3	39.2
La Mesa	51.4	5.2	43.1
Lemon Grove	68.1	19.3	12.5
National City	38.6	11.5	49.8
Oceanside	54.1	4.4	41.4
San Diego	50.4	8.1	41.3
San Marcos	80.2	3.4	16.2
Vista	65.3	7.9	26.5
Unincorporated	76.2	6.3	17.2

SOURCE: County IPO Data Base #1, June 8, 1978. Based on 1977 Data.

\*Assumes that there are no existing duplex condominiums.

HOUSING MIX IN DEL MAR - PAST AND PRESENT



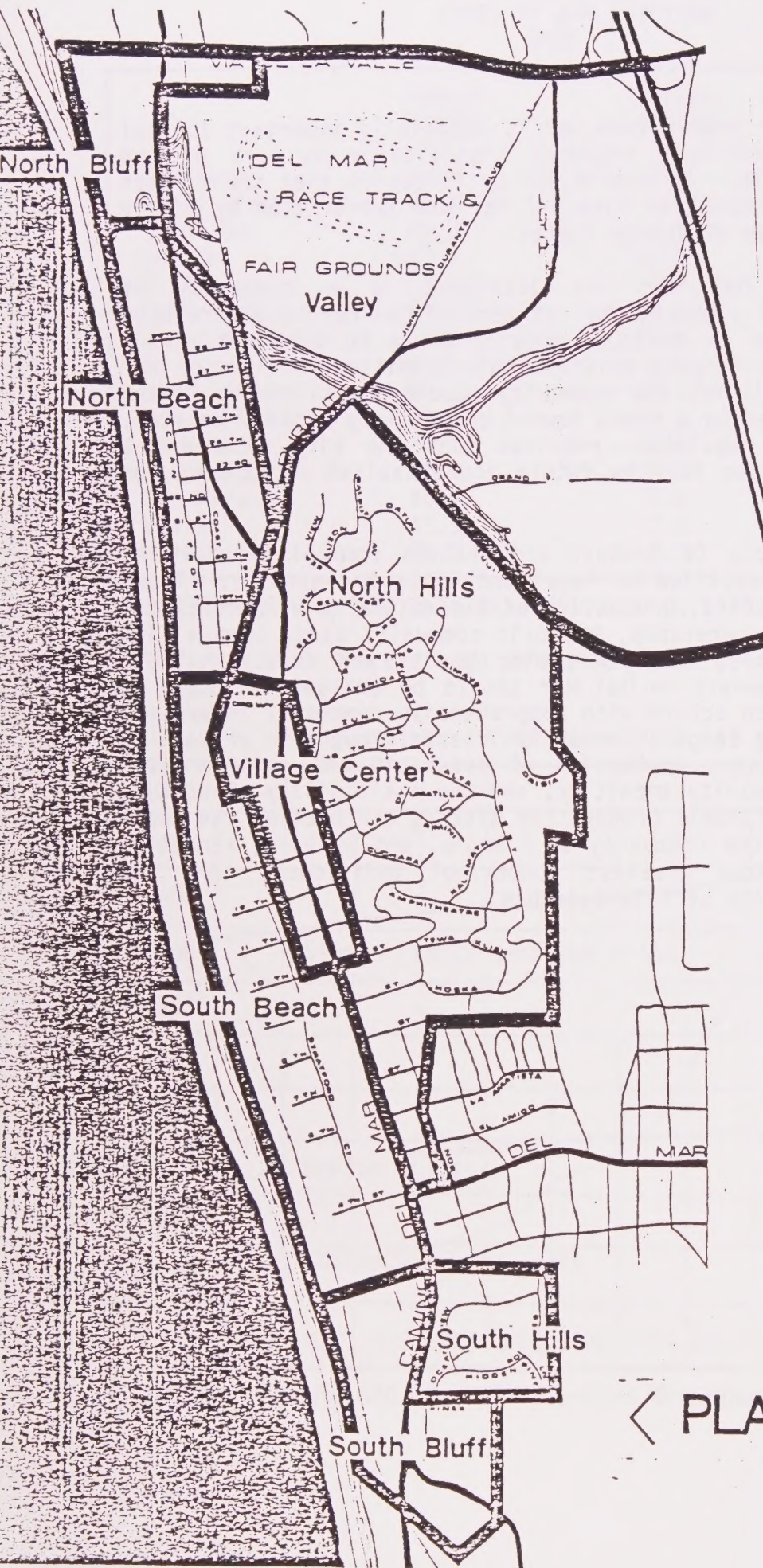
SOURCE: County IPO, Del Mar Planning Department

A broad-based concern for proper land use is especially important for Del Mar because of the community's regional significance as part of the coastal land of California. It should not be forgotten that the village qualities of sea-side communities like Del Mar are appreciated by people of all California and even of nearby states.

Historically, although Del Mar has developed as a community of predominantly single-family homes, the citizens of Del Mar have permitted a considerable proportion of multiple housing units to be built within their village. While desiring to maintain this traditional tolerance for varied housing opportunities, the community should not allow its living qualities to be threatened by a trend toward excessively crowded housing. To check this trend by regulation requires that the city determine a proper housing distribution for the future and establish mechanisms for achieving this.

It is clear that attempts to protect and restore community values by regulating land use is justified on legal and historic grounds. These grounds include, among others, protection of the natural environment, the legal rights of property ownership, historic community uses, common law, prescriptive public rights, and the public health and safety. Thus, residents and property owners in Del Mar should be obliged to adapt to patterns of land use which accord with comprehensive community interests, both short range and long range. Community interests ought to prevail in matters of housing density, protection of aesthetic and environmental qualities, access to community amenities, and the availability of housing for diverse social and economic groups. By seeking and meeting the goals and responsibilities of the community as a whole, and by being sensitive to individual rights, the greatest number of individuals can be assured the highest quality of life possible.





## VALLEY DISTRICT

The Valley District is the site of the Del Mar Racetrack and Fairgrounds, as well as the San Diego River, and contains the only industrial activities in the City. Nearly all of this planning district is located in the San Diego River Flood Plain. The Valley District also includes those lands now located within the City of San Diego but proposed for eventual annexation to the City of San Diego but proposed for eventual annexation to the City of Del Mar. That area consists primarily of the Floodway and Lagoon restoration lands, in addition to Fairgrounds property, limited commercial use at the La de la Valle - I5 Interchange, and a residential subdivision at the southern end of the Valley District.

## NORTH BLUFF DISTRICT

This area includes approximately nine acres of land at the southern termination of the Solana Beach coastal bluff north of the San Diego River mouth. It includes a four acre city-owned natural preserve, two residential estates, and a vacant parcel of land planned for modified low density residential land use. East of the railway, the land is currently characterized by a mix of vacant lots, residence and an office building.

< **PLANNING DISTRICTS**



## NORTH HILLS DISTRICT

Most of the existing low density residential development of Del Mar lies within this district. Winding streets, steep sites, relatively large lots, and informal, small and moderate-sized single family homes typify this area. In the western portion of this district, just east of Camino del Mar, the land is more even, however, and has been partially developed in medium density residential uses. Toward the east, but still within the planning area, the land breaks away in a steep escarpment facing Crest Canyon and the San Dieguito Valley. Here the naturally eroded sandstone cliffs and canyons support abundant native vegetation in an unusually picturesque landscape which together with Crest Canyon, serves as a buffer from adjacent San Diego City lands. The escarpment also provides park land and outstanding vistas from Crest Canyon and Interstate 5.

## SOUTH HILLS DISTRICT

This planning area consists of low density single family development.

## SOUTH BLUFF DISTRICT

This district consists principally of a rugged topography of canyons and bluffs and contains a major part of the undeveloped land remaining in Del Mar outside of the San Dieguito flood plain.

That portion of the area west of Camino del Mar and north of the Del Mar Canyon is characterized by gentle slopes falling toward the ocean, medium dense groves of Eucalyptus trees and a high erodability potential, particularly near the western edges of the property. That portion of the Del Mar Canyon and the south headland area which slopes to the south and faces the Torrey Pines State Park has been designated by the Comprehensive Planning Organization San Diego Association of Governments as having unique or outstanding vistas and has been protected as an Open Space Preserve through acquisition by the City. The portion of the District located east of Camino del Mar contains two scenic canyons, protected by an Open Space Easement, and lands south of Carmel Valley Road and which are part of the Torrey Pines State Preserve and/or are planned by the State for annexation to the Preserve and State Park.

## SOUTH BEACH DISTRICT

This area bounded by 15th Street on the north, the Village Center District and Camino del Mar on the east, the edge of apartments and condominium development (approximately 600 feet south of 4th Street) on the south and beach bluffs on the west is composed of a mixture of single family, duplex and high density multiple family residential development.



As in the north beach area, a large percentage of rental housing is available in this area, and attempts have been made in recent years to convert existing apartment structures to condominium ownership and to redevelop lower density structures to higher density and more expensive housing.

That portion of the area south of Fourth Street is characterized by high density apartment and condominium development that has nearly completely blocked ocean views from Stratford Court.

#### NORTH BEACH DISTRICT

This planning area comprises approximately one mile of beach frontage including the mouth of the San Dieguito River and extends inland to the Atchison, Topeka and Santa Fe Railroad right-of-way and is one of the oldest and highest density residential areas in the City. Present development is mixed with single family residences predominating near the ocean, and mixed single family and multiple units farther east. Land development is marked by a gridiron pattern, rather narrow streets (except Camino del Mar and Coast Boulevard), and small lots. This area of Del Mar is most influenced by its proximity to the beach. At times in the summer, streets in the area are inundated with out of town automobiles seeking places to park near the beach. Camino del Mar, which bisects this area in a north-south direction, creates a major hazard for pedestrian beach access safety.

A comparatively large percentage of transient housing is available within this planning area. During the year much of this transient housing changes from occupancy by students and moderate income families in off-season months to wealthy tourists (often affiliated with the racetrack) or the property owners themselves during the summer.

#### VILLAGE CENTER DISTRICT (DOWNTOWN)

The Village Center District is the heart of the Del Mar community, containing approximately 185,000 square feet of commercial space. Unlike modern shopping centers in California, it has a human richness derived from families, friends, and neighbors who live nearby, many within walking distance. The area presently contains a diversity of land uses and physical quality. Retail activities within the district is physically segregated into three separate areas: The original center of commercial activity, located on the southwest corner of Camino del Mar and 15th Street; the Del Mar Plaza Shopping Center at the northeast corner of Camino del Mar and 15th Street; and scattered new specialty shops located between 10th and 13th Streets along Camino del Mar.



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In addition to retail activities, office development is a dominant use in the Village Center District. In recent years the growth rate of office development has substantially exceeded that of retail floor space. The economic vitality of the retail activities in the Village Center varies substantially within each year, with sales during the summer quarter generally equalling the amount collected during the other three quarters of the year.

The amount of commercial floor space needed by a community can be estimated in different ways depending upon the individual community. An overriding consideration in determining floor area needs for Del Mar is a basically residential community of a size that cannot possibly supply a full range of stores to satisfy all the wants of its residents. Equally relevant is that nearby North County communities with more available land and larger populations are developing regional shopping centers which offer a full spectrum of goods and services. There is also the complicating question of how commercial space should be apportioned between retail and office use. In the ultimate analysis, all statistical rules of thumb for determining space needs, such as per capita retail sales, floor space, or income per capita retail sales, floor space, or income per capita, must be tempered by the perspective offered above.

An indicator that Del Mar's businesses may not be serving the resident population is based upon the Chamber of Commerce resident survey in 1973, which indicated that 61% of the local residents required additional goods and services to be provided within the community. Since that time, retail establishments, including a local hardware store, have converted to office use. If Del Mar is to reverse this trend, it will have to successfully compete with other areas. To do this, the retail areas of the city will have to be made a pleasant and convenient shopping experience.

Surveys have further indicated that the lack of parking within the Village Center is felt to be a problem by Del Mar residents. The problem is usually identified with Camino del Mar from 13th Street to 15th Street, and 15th Street from Stratford Court to the Plaza Shopping Center. This problem area is essentially fully developed, necessitating creative approaches to developing solutions.

The charm of the Del Mar community is, to a large degree, dependent upon the creation and preservation of a lively pedestrian environment, with attractive and stable retail shops and convenient parking and transportation systems to serve those shops. The conversion of a pedestrian-oriented retail area to "non-pedestrian" offices is largely due to a lack of patronage, as well as parking and circulation inconveniences, and lack of critical mass of the retail uses. It is important to the City, in terms of both retail sales income and community character, to promote and preserve the retail base of the community.



### GOAL 3

PRESERVE AND ENHANCE DEL MAR'S SPECIAL RESIDENTIAL CHARACTER AND SMALL TOWN ATMOSPHERE WITH ITS HARMONIOUS BLENDING OF BUILDINGS AND LANDSCAPE IN PROXIMITY TO A BEAUTIFUL SHORELINE.

#### OBJECTIVES AND POLICIES

- A. MAINTAIN A LOW DENSITY RESIDENTIAL CHARACTER AND ALLOW ONLY ONE AND TWO STORY LOW MASS INTENSITY DEVELOPMENT IN RESIDENTIAL AREAS.
  - 1. Enact appropriate land use controls consistent with the Community Development Plan.
  - 2. Limit floor area allowances and require adequate side yards in single family and duplex neighborhoods to conform with the norm of existing development in established neighborhoods of like usage.
  - 3. Limit excessive scale and bulk by establishing a maximum floor area to lot ratio in multiple family neighborhoods.
  - 4. Limit building height to two stories in all residential areas, prohibit three story facades, and encourage single story development in areas where two story construction would be disruptive to neighborhood character and scale of development.
  - 5. Prevent further massing of closely spaced residential structures along Camino del Mar south of the commercial area by requiring substantially wider side yards.
  - 6. Establish sufficient controls on yard requirements of irregularly shaped lots and lots which lack street frontage to overcome tendency toward overcrowding, loss of privacy to nearby lots, and blockage of views.
- B. INSURE THAT FUTURE DEVELOPMENT, WHETHER COMMERCIAL OR RESIDENTIAL, DOES NOT DETRACT FROM HIGH QUALITY VISTAS AND TERRAIN, EITHER BY BLOCKING VIEWS OR DISTURBING NATURAL TOPOGRAPHY, MATURE TREES, OR NATIVE GROWTH.
  - 1. Strengthen height controls to protect scenic vistas from both private and public areas. Construction in areas of view sensitivity should require design approval to insure protection, in an equitable manner, of the right to view scenic vistas from both near and far.
  - 2. Where possible, the creation of new view points should be encouraged from public and commercial spaces.
  - 3. Where possible, encourage the preservation and reclamation of view corridors through the judicious trimming of mature trees and vegetation.
- C. ADOPT STRONG POSITIVE CONTROLS TO PREVENT FUTURE COMMERCIAL DEVELOPMENT WHICH IS INCOMPATIBLE WITH THE EXISTING RESIDENTIAL CHARACTER OF THE COMMUNITY.
- D. PRESERVE EXISTING AND INSURE ADEQUATE HOUSING FOR DIVERSE AGE AND SOCIO-ECONOMIC GROUPS WITHIN THE COMMUNITY.



1. Protect existing moderate cost housing from unnecessary redevelopment to more expensive housing by maintaining strict floor area to lot area limitations.
  2. Facilitate provision of housing opportunities for senior citizens close to the village center with easy access to services, facilities and transit.
  3. Regulate subdivisions for Condominiums, Community Apartments, Stock cooperatives and Condominium Conversions to protect the rights of tenants and potential purchasers and to preserve the quality of the existing residential neighborhoods.
- E. ENCOURAGE AND FACILITATE PROVISION OF LOWER COST HOUSING FOR LOW AND MODERATE INCOME HOUSEHOLDS.
1. Maintain active membership in the San Diego County Housing Authority.
  2. Implement a floor area bonus provision to encourage private owners to provide low-income rental units in the R2, RM East, RM West, RM Central Zones.
  3. Require an in-lieu fee applied on a per-unit basis to all residential subdivisions and condominium conversions, to establish and maintain a Housing Assistance Fund.
- F. PROTECT AND ENHANCE HUMAN SCALE, WARMTH, CHARM, INTEREST, TEXTURE, PEDESTRIAN INVOLVEMENT AND LANDSCAPING.
1. Encourage harmonious development which is in scale with the character of existing development.
  2. Initiate a tree planting and maintenance program along major city streets.
  3. Discourage the construction of sidewalks and concrete curbs within residential areas unless absolutely necessary for pedestrian safety and/or drainage.
  4. Initiate a continuous program of replacing overhead utility distribution equipment with an underground system.
  5. Protect notable landmarks and structures of historic value to the community by requiring City approval prior to exterior remodeling or demolition.
  6. Preserve old residences and the historic values within the area from 8th to 13th Street near Stratford Court by implementing a historic district zone or a precise plan for the area.

#### GOAL 4

FOCUS MAJOR RETAIL AND OFFICE ACTIVITY INTO AN ECONOMICALLY VIABLE, PEDESTRIAN ORIENTED, AND ATTRACTIVE AREA THAT SERVES THE NEEDS OF BOTH RESIDENTS AND VISITORS AND IS WELL INTEGRATED INTO THE RESIDENTIAL FABRIC OF THE COMMUNITY.



## OBJECTIVES AND POLICIES

- A. ENCOURAGE QUALITY RESIDENT-ORIENTED BUSINESSES WHICH SERVE THE CULTURAL, SOCIAL, RECREATIONAL AND MATERIAL NEEDS OF THE LOCAL COMMUNITY.
  - 1. Encourage retail oriented commercial uses within the downtown area.
- B. INSURE THAT THE DOWNTOWN AREA IS WELL INTEGRATED INTO THE RESIDENTIAL FABRIC OF THE COMMUNITY.
  - 1. Encourage alternatives to the use of the automobile for tourist access to the downtown.
  - 2. Discourage high volume or evening commercial activity on the perimeter of the downtown area that may be detrimental to the liveability of adjacent residential areas.
  - 3. Explore mixed residential-commercial land uses within the commercial area that is adjacent to Stratford Court.
  - 4. Allow mixed residential-commercial land uses within other areas of the commercially zoned downtown area.
  - 5. Establish strict limits on noise within the downtown area.
- C. CREATE A PEDESTRIAN ORIENTED DOWNTOWN WHICH GROUPS RETAIL SERVICES WITH FACILITIES FOR CIVIC AND COMMUNITY ACTIVITIES.
  - 1. Maintain commercial uses composed primarily of retail sales and service establishments and offices which primarily serve local residents.
  - 2. Discourage commercial uses which are automotive oriented (such as drive-in establishments).
  - 3. Encourage developments which provide social, cultural and recreational activities.
  - 4. Develop a pedestrian network which ties all parts of the downtown together in a way which reduces conflicts with the automobile.
- D. MAINTAIN ARCHITECTURAL DESIGN AND LOW MASS-INTENSITY SCALE WITHIN THE DOWNTOWN AREA THAT IS IN KEEPING WITH THE TRADITIONAL VILLAGE CHARACTER OF THE COMMUNITY.
  - 1. Promote informality of design with varied and interesting setbacks.
  - 2. Encourage floor areas and building siting which provides ocean views and open space.
  - 3. Limit the height of structures to preserve view corridors while encouraging low mass intensity structures.
  - 4. Encourage building designs and uses that utilize the advantages of Del Mar's warm, sunny climate.



- E. INITIATE A BEAUTIFICATION PROGRAM FOR THE DOWNTOWN AREA.
  - 1. Provide benches, mini-parks, and street trees, and require extensive landscaping of private open space and parking areas.
  - 2. Require undergrounding of all utilities, and the use of low intensity lighting.
  - 3. Require the removal of inappropriate or out-of-scale signing and encourage signing which is well integrated into building or site design.
- F. ENCOURAGE THE IMMEDIATE DEVELOPMENT OF A PRECISE PLAN FOR THE DOWNTOWN AREA THAT INCLUDES CAMINO DEL MAR CIRCULATION, PARKING, ARCHITECTURAL DESIGN, AND WALKWAYS.
  - 1. Consider the conversion of Del Mar Lane between 13th and 15th Streets into a pedestrian mall.

## GOAL 5

PRESERVE THE ECONOMIC INTEGRITY OF THE COMMUNITY

### OBJECTIVES AND POLICIES

- A. MAINTAIN A BALANCED PHILOSOPHY TOWARD COMMERCIAL GROWTH WHICH PERMITS THE CITY'S INCOME TO KEEP PACE WITH ITS EXPENDITURES WHILE INSURING COMPATIBILITY WITH ALL OTHER GOALS AND OBJECTIVES OF THE COMMUNITY PLAN.
- B. PROMOTE THOSE USES OF THE COMMERCIAL AREA WHICH WILL BE OF GREATEST ECONOMIC BENEFIT TO THE COMMUNITY WHILE INSURING COMPATIBILITY WITH ALL OTHER GOALS AND OBJECTIVES OF THE COMMUNITY PLAN.
- C. ESTABLISH AN OPEN SPACE ACQUISITION POLICY SO AS TO INSURE COMPATIBILITY WITH ALL GOALS AND OBJECTIVES OF THE COMMUNITY PLAN.
- D. WHEN FEASIBLE AND APPROPRIATE, REQUIRE AN ECONOMIC ANALYSIS ON ANY FUTURE PROPOSED COMMUNITY PLAN REVISIONS.

## GOAL 6

ASSURE CONTINUING PUBLIC PARTICIPATION IN CITY PLANNING BY DEVELOPING PROCEDURES IN WHICH CITIZENS CAN PARTICIPATE IN UPDATING GENERAL PLAN GOALS AND POLICIES AND HELP IN IMPLEMENTING PROGRAMS INCLUDING CONSULTATION AND ADVICE ON ENABLING LEGISLATION.

### SPECIFIC RECOMMENDATIONS

The basic concept of the residential land use plan as evident on the Community Development Plan is to circle the commercial core with the highest density development in Del Mar, thereby encouraging a more pedestrian oriented and compact city center.



The basic concept of commercial land usage in Del Mar is to encourage retail usage with limited office space in the downtown area. Commercial activities in other parts of Del Mar should compliment the downtown area.

The following attempts to describe the critical proposals for different planning areas of the community.

#### NORTH BLUFF DISTRICT

No significant change in permitted uses is envisioned in this planning area.

#### VALLEY DISTRICT

The future of this area should conform to the criteria established in the Environmental Management Section of this Plan and attention should be paid to seismic problems.

Possible changes in land use on the property owned by the 22nd Agricultural District have not been considered except to recommend that existing and potential vehicular parking areas be landscaped and not built upon in the future.

#### NORTH BEACH DISTRICT

The land west of Camino del Mar between 29th Street and the mouth of the San Dieguito River is proposed as Low Density Residential in order to preserve the existing character and discourage major intensifications in residential development.

South of 29th Street, medium density single family and duplex usage is recommended in the area of gridiron streets and pre-existing small lots thereby preserving the present character and discouraging redevelopment to higher density more expensive housing and encouraging the maintenance of existing residential development.

#### SOUTH BEACH DISTRICT

The portion of this planning district that is within easy walking distance of the commercial core is proposed as High Density Residential. This area is bounded by 15th Street on the north, 9th Street on the south, the beach bluffs on the west and the Village Center District on the east.

The remainder of this area is recommended for Medium Density Residential.



## SOUTH BLUFF DISTRICT

The Plan recommends that the portion of land south of the existing high density residential development should be Very Low and Low Density Residential. East of Camino del Mar and south of Carmel Valley Road it is recommended, that the land be used for State Park acquisition or, if developed, for low density residential purposes, except at the southeast corner of Carmel Valley Road and Camino del Mar which shall be designated Beach Commercial and compatible with lagoon sensitivities. North of Carmel Valley Road and east of Camino del Mar it is recommended that development should be limited to single family residential, clustered so as to protect the existing canyons and stands of Torrey Pines (see Carmel Valley Area Specific Plan).

## SOUTH HILLS DISTRICT

The Plan recommends that this area continue in the Low Density Residential classification.

## NORTH HILLS DISTRICT

The Plan recommends continued Low Density Residential use in the extensive central area of these hills with a cautious infilling with the type of development which already characterizes the neighborhoods. On the steep land on the east edges of the hills the Plan recommends Very Low Density Residential so as to minimize the disruption of the topography and preserve an open space character to these highly visible and sensitive areas. Adjacent to the Village Center District the Plan allows for duplex development on parcels greater than 7000 square feet so long as the massiveness of the structures conforms to that allowed in single family areas.

## POTENTIAL HOUSING MIX - POPULATION

	1978 Housing Units (estimate)		ULTIMATE Population Housing Pop. Units (est)		
Single Family Detached	967	2746	Single Family Detached	1077	3059
Duplex	399	790	Duplex	830	1643
Multiple Family	968	1916	Multiple Family	985	1950
TOTAL	2334	5452	TOTAL	2892	6652



## VILLAGE CENTER DISTRICT (DOWNTOWN)

To provide a central commercial area within the Village Center District, Del Mar's principal retail and professional zone is recommended to extend along both sides of Camino del Mar from 8th Street on the south, to 15th Street on the north, including at its northern extremity the Plaza Shopping Center and land on the north side of 15th Street, west of Camino del Mar. The east side of Stratford Court between 13th and the alley south of 15th Street is designated mixed residential-commercial development.

Usage of Commercial Space - In order to facilitate resident demand for more goods and services, policies have been developed to better utilize the commercial space within the boundaries established above. These policies include encouraging small individually-owned shops, and discouraging unusually large single purpose businesses, franchise operations, businesses catering to an automotive public (drive-in banks, food stands, etc.) and an imbalance of office uses.

The Plan recommends that commercial activity within the Village Center shall, above all else, be compatible with the cultural, social, recreational, and material needs of the Community. While trade from visitors and neighboring communities is obviously necessary to the success of many individual businesses, future development in the Village Center District should attempt to favor economically viable retail enterprises whose primary purposes are to satisfy the needs of the Del Mar community and enhance the style and quality of life in Del Mar.

To assure continuity of pedestrian oriented shops and services, retail use should be encouraged over office use, since office use provides no sales tax revenue to the City, severely compounds any parking problems, and generally removes space from service to the residents. Whereas, some office space is certainly desirable this usage should be geographically distributed so that it increased gradually from little or no office space in the areas from 13th to 15th Streets rising toward a maximum on the south end of the commercial area (this policy would serve to soften the transition from retail to residential at the south end of the district).

Physical Character - The physical characteristics of Del Mar's village center should be developed so that citizens and visitors of every age will feel comfortable and at home. To achieve this character the village center should include, in addition to a variety of commercial businesses, a civic center, attractive walkways and landscaped areas, and a variety of commercially owned open spaces such as courts and landscaped areas. To increase retail use and enjoyment, efforts should be made to encourage developments which emphasize pedestrian orientation. Sidewalk sitting facilities in the front of stores and other innovative developments which encourage social interaction and pedestrian use should be favored to create a strong community identity. Refreshing views of the ocean, trees and vegetation should be preserved by limiting the massiveness and siting of construction on some or all of the remaining vacant lots in the downtown area west of Camino del Mar. Individual businesses should be encouraged to hold cultural, social, or recreational events in keeping with their facilities and according to community interests.



Future structures within the Village Center District should be in keeping with the pedestrian scale and village character of the community. Architectural solutions should strive for an informal feeling utilizing non-massive shapes, pitched roofs, and preserving ocean views and an atmosphere of open space.

The establishment of a mall along the alley between Camino del Mar and Stratford Court would clearly go a long way toward satisfying many of the aforementioned desires. This area could be typified by a people-dominated space with walkways leading among shops, small courts with benches and vegetation, stairways, and balconies with views of the ocean. This mall would allow for a reorientation of shopping and social interaction away from the automobile traffic along Camino del Mar.

Traffic and Parking - Efforts should be made to reduce or eliminate automotive traffic from some sections of the village center, in order to give preference to creative solutions, such as establishing a local transit system which would transport shoppers to and from home or parking lots outside the village center.

Attempts should be made to consider solving the shortage of parking spaces within the area between 13th and 15th Streets on Camino del Mar. This problem area is essentially fully developed, necessitating solutions involving pocket parking within or outside the area or by using the existing street right-of-way.

A comprehensive Downtown Parking Plan is recommended to address the aforementioned parking needs of the district.

## HOUSING PROGRAMS

### POLICIES APPLICABLE TO CONDOMINIUMS, COMMUNITY APARTMENT PROJECTS AND STOCK COOPERATIVES

Condominiums, Community Apartment Projects and Stock Cooperatives are recognized as desirable forms of property ownership in that they provide ownership opportunities to those who might not be able otherwise to afford single family home-ownership. However, unrestricted development of new condominiums, Community Apartment Projects, Stock Cooperatives and conversions of existing rental units to such ownerships diminishes the stock of rental housing in the community. The following policies will insure that both ownerships and rental housing opportunities are available to the residents of Del Mar.

1. Permit construction of Condominium, Community Apartment Project and Stock Cooperative or conversions of rental units to these forms of ownership when the project contains a sufficient number of units to maintain an active Home Owners Association capable of enforcing covenants, conditions and restrictions.
2. Prohibit uncontrolled loss of rental housing opportunities by insuring that new condominiums, community apartment projects, and stock cooperatives, which displace lot area or existing units otherwise usable for rental housing, reserves a minimum of one unit for each ten units, or fraction thereof, for the exclusive occupancy by low or moderate income persons. In lieu of said unit(s) reservation, an equivalent fee may be contributed by the subdivider for deposit into a Housing Assistance Fund to aid in the support of programs to provide housing for low and moderate income persons.
3. Require that proposed conversions of existing rental units to condominium, community apartment, or stock cooperative forms of ownership conform to current building and zoning codes so as to not unreasonably extend the useful life of existing non-conforming buildings. The City Council may, at its discretion, permit conversion if double the otherwise required number of reserved units are provided, or if double the in-lieu fee contribution is provided.
4. Ensure the protection of the rights of tenants and potential purchasers of rental units converting to Condominium, Community Apartment Projects, and Stock Cooperatives by enacting regulatory safeguards.
5. Protect the quality of Del Mar's residential neighborhoods by requiring appropriate public and private improvements associated with the conversion of rental units.
6. Ensure that the private sector exercises its responsibilities to provide low cost housing opportunities by requiring reservation of dwelling units to be rented at "Fair Market Rents" to low income households, and/or the payment of fees in lieu of unit reservation.



## LOW COST HOUSING PROGRAMS

Section 6416 of the State's Housing Element Guidelines requires local governments to prepare a housing program consisting of a "comprehensive problem-solving strategy ... which both establishes local housing goals, policies, and priorities aimed at alleviating unmet need and remedying the housing problem, and sets forth the course of action which the locality is undertaking and intends to undertake to effectuate these goals, policies, and priorities."

Preference for available housing provided under the City's low cost housing programs shall be given to existing Del Mar residents, so as to minimize community displacement by citizens unable to afford the increasing market costs of housing. The City of Del Mar shall retain the option to qualify persons for the use of City Housing Assistance funds in addition to or in place of the San Diego County Housing Authority.

The Assisted units will be provided by one or more of the following programs.

1. Floor Area Bonus Provision. The purpose of this program is to offer an incentive to private property owners to participate in the provision of housing for lower income households. Owners of single-family or duplex units in the R-2 and RM Zones (except RM-South) will be permitted to construct a new or expand an existing rental unit in excess of the allowable floor area ratio, provided that the resulting rental unit will be rented at or below the HUD established "Fair Market Rent", and only to tenants qualified for Section '8' assistance by the County Housing Authority.

Under the bonus provisions, a bonus of up to 500 square feet for a studio apartment, a bonus of up to 650 square feet for a one bedroom unit, and a bonus of up to 800 square feet for a two bedroom apartment will be permitted. No owner will be entitled to more than one floor area bonus unit per lot, and a deed restriction will be applied to the property restricting in perpetuity the use of the floor area bonus unit to qualified tenants.

2. Dwelling Unit Reservation - In Lieu Fee. In all residential subdivisions a specified number of units shall be reserved for rental to qualified low and moderate income tenants. The number of units to be reserved shall be set by the City Council by Ordinance and shall be calculated, in combination with the City's other housing programs, to achieve the City's long term housing mix goals. In lieu of reserving units, the City Council may authorize by Ordinance the payment of an in lieu fee on a per unit basis, all such in-lieu fees shall be deposited in a Housing Assistance Fund and shall be used only to support low and moderate income housing programs within the City.

# DESCRIPTION OF LAND USE CATEGORIES

## RESIDENTIAL

### Very Low Density Residential (0-1 units/net acre)

This land use category is intended to allow single family development that preserves an open character on land within areas that include steep slopes, bluffs and/or canyons.

### Modified Low Density Residential (1-3 units/net acre)

This land use category is intended to allow single family development in areas having environmental sensitivities of similar degree to established neighborhoods having a density below 3 units/net acre.

### Low Density Residential (1-4 units/net acre)

This land use category is intended to allow a continuation of the predominately single family residential character that has been historically developed within the Del Mar hills area and at the north end of the beachfront.

### Medium Density Single Family Residential (4-8 units/net acre)

This land use category is intended to allow a continuation of single family residential development and thus to preserve an uncrowded character to areas subdivided into relatively small lots. Existing duplexes shall be allowed to continue as non-conforming uses in this area.

### Medium Density Mixed Residential (4.4 - 17.5 units/net acre)

This land use category is intended to allow single family development, and conditionally allow duplex development on individual lots of 5,000 square feet or greater. Existing duplexes shall be allowed to continue. New Duplex development shall be allowed by Conditional Use Permit in areas already containing a substantial number of two-family dwellings where such use will not adversely affect the neighborhood or community as a whole.

### Medium Density Multiple Residential (4.4 - 10.9 units/net acre)

This land use category is intended to allow single and multiple family residential development, including duplexes, and preserve insofar as possible a village-like character in areas where predominantly multiple development already exists and is interspersed with vacant land.

### High Density Residential (8.8- 12.5 units/net acre)

This land use category is intended to allow single and duplex development on individual lots greater than 7,000 square feet that are within easy walking distance of the Village Center District.



## COMMERCIAL

### Central Commercial

This land use category is intended to allow activities that preserve and enhance the Village Center District of Del Mar. Permitted uses would include pedestrian oriented retail activities and a limited number of offices. The area along Camino del Mar south of 9th Street should be devoted to office/professional usage.

### Residential Commercial

This land use category is intended to be used as a transition between commercial and residential activities. Permitted uses include a mixture of residential and retail office activities conforming to adjacent residential floor area standards, and with the percentage of commercial floor area not to exceed 30% to 50% of the total floor area. Floor area to lot ratios for such development shall be 30% along Stratford Court.

### Visitor Commercial

This land use classification is intended to allow activities such as hotels and motels which enable visitors to enjoy the coastal environment. Development should be of a low intensity in keeping with the village character of the community while preserving coastal vistas. Development criteria shall include controls to preserve low to medium density, and informal predominantly low rise type of development with a two story limit. The floor area ratio for each lot shall not exceed that allowed in the medium density residential category.

### Beach Commercial

This land use classification is limited to areas having high scenic value and/or fragile environmental characteristics, and is intended to allow commercial activities that are in harmony with, rather than in domination of, the character of the coastal environment. Development should result in maximum open space, public access and usage (consistent with commercial uses), extremely low building coverage (approximately 10 to 20%), preferably be limited to single story structures, preserve scenic vistas from adjacent public rights-of-way, and not encroach on beach bluffs. All uses of the Central Commercial category would be conditionally allowed. Uses such as beach oriented commercial activities, bicycle rentals, tennis courts, and a limited number of restaurants should be encouraged. Housing such as condominiums, apartments and hotels and motels are not to be permitted.

### Professional Commercial

This land use category is intended to allow offices and professional buildings to be located in the southern end of the commercial district, as an orderly transition between retail and residential land use.

### North Commercial

This land use classification is intended to allow commercial and professional activities that provide a service to the community. Development should be of low intensity and profile, offering substantial open space.

## MISCELLANEOUS

### Beaches and Bluffs

This land use category is intended to preserve beach and bluff land as open space. Due to public rights, inaccessibility or hazard, no private structures are permitted. Uses shall include public walkways and recreation.

### Floodway/Lagoon Habitat

The purpose of this land use category is to preserve areas subject to relatively deep and high velocity floodwater by prohibiting uses which would constitute an unreasonably, unnecessarily or undesirably dangerous impediment to the flow of floodwaters. No structures shall be constructed, nor shall any premises be used except for purposes such as apiaries, aviaries, agriculture, and aquaculture, or wildlife habitat restoration. (Also see San Dieguito Lagoon Specific Plan.)

### Public Facilities

This land use category is limited to publicly owned land set aside, or in use, to support public schools and governmental offices and facilities.

### Public Parkland

This land use category is limited to publicly owned land designated for use as a community park or open space preserve.

### Fairgrounds/Racetrack

This land use category includes those lands under the ownership and jurisdiction of the State of California, 22nd District Agricultural Association. Land use and development includes public uses and activities consistent with said ownership, such as Fair and Horseracing events, public concerts, and exhibitions and exhibits.

### Railroad

The purpose of this land use category is to allow for a continuance of railroad transportation and open space uses above or adjacent to railroad rights-of-way in Del Mar. Due to landslide danger, single track usage should not be expanded south of 15th Street.

### Special Note:

In order to implement policies 3-A-2, 3-A-3, 4-D-2, and 1 and 2 under "Residential Area Criteria" on , the City shall make findings supported by public hearings regarding the norm of existing development in single family and duplex neighborhoods, and the threshold of excessive scale and bulk in multiple family neighborhoods and commercial districts. It is understood that the objectives of these policies to regulate floor area is not to unduly restrict development or redevelopment of properties, but to assure that the scale of such development is compatible with the existing coastal village character of Del Mar.



## SPECIFIC PLANNING AREAS

Specific Plans, prepared pursuant to the California Government Code provides additional and viable tools to implement the policies objectives of the Community Plan.

Specific Plans can be adopted by Ordinance or Resolution, subject to public hearings and review by the Planning Commission and City Council. Specific Plans are generally used for areas of the City which demand specific planning attention that cannot otherwise be provided through conventional zoning procedures.

Sixteen specific plans are recommended for the City of Del Mar, as set forth in the following summary:

### SPECIFIC PLAN SUMMARY

<u>NAME</u>	<u>CURRENT STATUS</u>	<u>REFERENCE</u>
Beachfront Specific Plan	Conceptually Adopted 1984	Specific Plan Areas Map
Bluff Slope & Canyon Specific Plan	Adopted 1976, on-going implementation	General Plan (BSC Precise Plan; Zoning Map)
Camino del Mar Specific Plan	Adopted 1976, Implemented 1979	General Plan (Camino del Mar Precise Plan) A Plan for Camino del Mar (1977)
Carmel Valley Specific Plan	Adopted 1980 Implemented 1980-81	Carmel Valley Precise Plan
Drainage System Specific Plan	Completed 1978, on-going implementation	Storm Drainage Master Plan
Fairgrounds Specific Plan	22nd District Agricultural Association on-going implementation	Zoning Map
Flood Protection Specific Plan	Adopted 1977 (under revision) on-going implementation	Zoning Map
Historic Preservation Specific Plan	Adopted 1977 Implemented 1978	Zoning Map
Local Streets Specific Plan	Adopted 1976 on-going implementation	General Plan (Local Streets Precise Plan)

Open Space Specific Plan	Adopted 1976 on-going implementation	General Plan (Environmental Management Element); Zoning Map
Plaza-Hotel Specific Plan	Council Appointed Committee 1984	Specific Plan Areas Map
San Dieguito Lagoon Specific Plan	Adopted 1979, implemented (partial) 1980-84	San Dieguito Lagoon Resource Enhancement Plan
San Dieguito Road Specific Plan	---	Specific Plan Areas Map
Village Center Specific Plan	Prior Plans	Specific Plan Areas Map
Wastewater System Specific Plan	Completed 1983, on-going implementation	Wastewater Master Plan
Water System Specific Plan	Completed 1983, on-going implementation	Water Master Plan



## BEACHFRONT SPECIFIC PLAN

### PURPOSE & INTENT:

To provide a comprehensive solution and implementation mechanism to ensure long term protection of public access, and to provide for the protection of public and private properties from off-shore storms.

### PROVISIONS:

The plan shall provide for:

1. Protection of private properties located on the beachfront and located within the coastal area subject to periodic ocean flooding;
2. Protection of public access rights to and along the beaches;
3. Delineation of properties subject to public use and control;
4. Implementation mechanisms for private property owners to use land identified as being subject to public control;
5. Establishment of amortization and abatement program for non-complying structures;
6. Description of specific city goals, objectives, and manner in which the beach area protection and public access issues will be resolved.

The Beach Issues Committee report approved in concept by the City Council on September 12, 1984 provides the bases for this specific plan. It is intended that, to the extent feasible, the plan will be implemented by private actions in conformity with specific provisions set forth in the City's Zoning Ordinance. The Specific Plan is subject to California Environmental Quality Act review, public hearings and approval by the City Planning Commission and City Council.

## BLUFF, SLOPE, AND CANYON SPECIFIC PLAN

### PURPOSE & INTENT:

To protect the natural environment and open space characteristics of unique bluffs, slopes, and canyon areas within the City by establishing criteria and discretionary review for all development within said identified areas.

### PROVISIONS:

The plan shall provide for:

1. Identification of specific areas of the City where unique topographical characteristics exist warranting special conservation review;
2. Establishment of general criteria which would guide discretionary review for development within the identified areas;
3. Refinement of the general criteria and provision for implementation of the policy through the City zoning ordinance overly zone provisions.

The Bluffs, Slopes and Canyons Precise Plan, adopted by the voters in 1976 as part of the Community Plan, constitutes this specific plan.



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## CAMINO DEL MAR SPECIFIC PLAN

### PURPOSE & INTENT:

To enhance the visual and physical character of Camino del Mar, so as to provide a safer street in both the residential and commercial districts with additional parking and increased pedestrian and bicycle safety.

### PROVISIONS:

The plan shall provide for:

1. Increased pedestrian usage of the street frontage;
2. Restricted speeds;
3. Direct linkage of the Canada-Mexico Bicentennial Bicycle Route;
4. Narrowing of traffic lanes to one lane each direction north of Jimmy Durante Boulevard and south of Del Mar Heights Road, subject to specific traffic engineering design.

This specific plan was adopted by the voters in 1976 as part of the general plan amendments. Specific traffic engineering was conducted and major portions of the plan implemented, including lane reductions at the north and south ends of the City. The northbound lanes between Del Mar Heights Road and Carmel Valley Road were retained as two lanes to provide a "truck" lane and through lane for northbound motorists arriving in the City from westbound Carmel Valley Road. The Camino del Mar Precise Plan, as amended by "A Plan for Camino del Mar" subsequently prepared and implemented, constitutes the Camino del Mar Specific Plan.

## CARMEL VALLEY SPECIFIC PLAN

### PURPOSE & INTENT:

To preserve the scenic canyons and stands of Torrey Pine trees located within the specific plan area.

### PROVISIONS:

The plan shall provide for:

1. The elimination of the Private Road Easement located along the north side of the planning area, servicing three undeveloped lots and partially encroaching upon two scenic canyons;
2. The elimination of said lots as separate building sites through the transfer of their development rights to the more buildable portions of the planning area fronting Carmel Valley Road;
3. The intensification of density for the receiving lots sufficient to make the transfer described in No. 2 above economically feasible to both transferring and receiving property owners;
4. The provision of municipal utilities to service all new and existing home sites;
5. Dedication, in fee or by easement, of the scenic canyon areas and of the three lots and road easement described above;
6. Elimination or resolution of legal encumbrances affecting the various existing parcels.

This specific plan was adopted by the City Council as the Carmel Valley Precise Plan, and implemented through the recordation of subdivision.



## DRAINAGE SYSTEM SPECIFIC PLAN

### PURPOSE & INTENT:

To provide a comprehensive storm drainage master plan for the City including preliminary design information and project priorities to correct drainage deficiencies.

### PROVISIONS:

The plan shall provide for:

1. Background information with regard to storm water discharge problems within the City of Del Mar;
2. A hydrology summary of anticipated climatological and hydrological aspects of design;
3. A preliminary design of required storm drainage facilities;
4. Recommended drainage projects, with construction cost estimates and prioritized for implementation.

This Drainage Specific Plan was prepared in December, 1978, and constitutes the Storm Drainage Master Plan for the City.

## FAIRGROUNDS SPECIFIC PLAN

### PURPOSE & INTENT:

To provide a comprehensive plan for improvements of the Del Mar Fairgrounds, consistent with the objective of the State of California 22nd District Agricultural Association and its primary leasee, the Del Mar Thoroughbred Association.

### PROVISIONS:

The plan shall provide for:

1. A description of architectural improvements of the Fairgrounds property, including buildings, grounds, and parking facilities;
2. Provisions for building and grounds expansions;
3. Phasing and implementation schedule for said improvements.

The racetrack master plan previously adopted by the 22nd District Agricultural Association, and as may be amended by the District, shall constitute this specific plan. Amendments to the plan should be coordinated with the City of Del Mar and the California Coastal Commission, particularly as it relates to requirements for municipal services, traffic planning, and coordination with the San Dieguito Lagoon Resource Enhancement Program. Being under State jurisdiction, City of Del Mar approval is not required for the existing Fairgrounds Master Plan or amendments thereto.



FLOOD PROTECTION SPECIFIC PLANPURPOSE & INTENT:

To protect life and property from river/flood and off-shore storm damages.

PROVISIONS:

The plan shall provide for:

1. Elevations of structures above the designated 100 year flood elevation, as required by the Federal Emergency Management Agency;
2. Identification of the 100 year flood event elevations for both riverine and off-shore flooding;
3. City regulatory ordinances, incorporated within the City zoning ordinance, to protect properties from potential flooding consistent with No. 1 and 2 above;
4. Acceptance of the flood plain - floodway ordinances by the Federal Emergency Management Agency, sufficient to attain certification for Federal Flood Insurance.

This specific plan is incorporated into the City's zoning ordinance, as the Floodway Zone and Floodplain Overlay Zone. Revisions are required for certification with the Federal Emergency Management Agency. Those revisions will be subject to public hearings and approval by the City Planning Commission and City Council.

## HISTORIC PRESERVATION SPECIFIC PLAN

### PURPOSE & INTENT:

To protect notable historic landmark and structures by requiring City approval prior to exterior remodeling or demolition, pursuant to General Plan Goal 3-E-5.

### PROVISIONS:

The plan shall provide for:

1. Local designation of significant historic landmark properties;
2. Procedures by which the City is provided discretion prior to the removal, demolition, or significant diminution of such landmark structures;
3. Provisions by which all practical avenues are explored in attempt to save designated landmarks from destruction.

This Specific Plan is incorporated into an overlay zone of the City zoning ordinance, which identifies historic landmark properties and provides the mechanisms for protecting them. This specific plan (Overlay Zone) was adopted as part of the comprehensive zoning ordinance revisions of 1977.



## LOCAL STREETS SPECIFIC PLAN

### PURPOSE & INTENT:

To provide a safer and more pleasing environment for automobiles, pedestrians, and bicycles on various individual streets and street segments as identified.

### PROVISIONS:

The plan shall provide for:

1. Bicycle lanes on various identified roadways located throughout the City;
2. Provisions to improve traffic safety at the Coast Boulevard-Railroad Crossing;
3. Provisions to slow traffic on Crest Road;
4. Provisions to improve the appearance of Del Mar Lane;
5. Provisions to enhance as a "promenade" both sides of 15th Street from Luneta Drive to Seagrove Park;
6. Pedestrian system improvements on Coast Boulevard from Camino del Mar to 15 Street;
7. Improvement of the "Five Points" Jimmy Durante Boulevard - Via de la Valle intersection; and
8. The creation of meandering footpaths and low level pedestrian lighting where needed in lieu of concrete curbs and sidewalks within the Beach, North Hills, and Torrey Pines areas of the City.

This specific plan was adopted as the Local Streets Precise Plan adopted by the voters in 1976 as part of the general plan amendments. To date, many of the suggestions have been implemented, including Stop signs decreasing speed on Crest Road, the redesign and construction of Jimmy Durante Boulevard and the "Five Points" intersection; and the installation of various bicycle lanes as recommended in the specific plan.

## OPEN SPACE SPECIFIC PLAN

### PURPOSE & INTENT:

To identify properties throughout the City with particular open space sensitivities, and to establish development criteria and procedures to preserve those open space sensitivities.

### PROVISIONS:

The plan shall provide for:

1. Identification of properties with specific open space sensitivities warranting City intervention in their development;
2. A listing of characteristics and sensitivities applicable to each property so identified;
3. A listing of specific development criteria required to preserve those open space sensitivities;
4. Conditional use permit authority to guarantee performance by the City consistent with the identified development criteria.

The specific open space recommendations delineated in the Environmental Management Element of the General Plan, as adopted by the voters in 1976, shall constitute this specific plan. Implementing mechanisms are provided in the City zoning ordinance by the Open Space Overlay Zone.

## PLAZA-HOTEL SPECIFIC PLAN

### PURPOSE & INTENT:

To coordinate the planning and development of major commercial properties located north of and/or adjacent to 15th Street, including the Amtrak Station, so as to achieve compatibility and design consistency.

### PROVISIONS:

The plan shall provide for:

1. Pedestrian oriented land uses, recognizing that the subject properties are the focal point of the City;
2. Land use should include retail and hotel development, including possible hotel accommodations within the adjacent condominium buildings, with minimum floor area devoted to office or non-pedestrian use;
3. Common traffic ingress/egress and parking;
4. Preservation of view corridors from adjacent properties and from northbound Camino Del Mar;
5. The incorporation of pedestrian plazas and a 15th Street "promenade" linking the development site with Seagrove Park.

The specific plan may specify building heights, floor area, land use, etc. not otherwise permitted by the underlying zones, provided that any such increases beyond what zoning specifies be offset by the provision of public amenities that could not otherwise be required. For instance, the floor area ratio might be increased, contingent upon parking being placed underground and/or the provision of other public benefits; height restrictions might be modified, contingent upon preservation of public view corridors encumbering other portions of the project; etc. Full design review shall be required. Implementation and the level of established detail contained in the Plan may be phased, consistent with the differences in development timing resulting from individual and separate ownerships within the Planning area. The specific plan is subject to the California Environmental Quality Act review, public hearings and approval by the City Planning Commission and City Council.



## SAN DIEGUITO LAGOON SPECIFIC PLAN

### PURPOSE & INTENT:

To develop a comprehensive plan for the preservation and enhancement of the San Dieguito Lagoon.

### PROVISIONS:

The plan shall provide for:

1. A comprehensive plan which identifies appropriate activities for the lagoon and surrounding lands and site improvements to support those activities;
2. An implementation plan which describes appropriate means for carrying out the desired site improvements and proposed land acquisitions and outline desirable management arrangements and responsibilities and appropriate funding sources for each element of the program;
3. Proposed land use regulations as required to protect the environmental sensitivities of the lagoon area.

The San Dieguito Lagoon Resource Enhancement Program, previously adopted by the State Coastal Conservancy, the City of Del Mar, and the California Coastal Commission constitutes the San Dieguito Lagoon Specific Plan. Amendments to that plan may be required from time to time, to keep the plan up to date and to assure consistency with other City and State development programs. Such amendments to the lagoon Enhancement Specific Plan are subject to California Environmental Quality Act review, public hearings and approval by the City of Del Mar, the State Coastal Conservancy, and the California Coastal Commission.

## SAN DIEGUITO ROAD SPECIFIC PLAN

### PURPOSE & INTENT:

To preserve the floodway zone lots located adjacent to San Dieguito Road and northwesterly of Grand Avenue as open space and to enhance the commercial area located on both sides of San Dieguito Road at Jimmy Durante Boulevard.

### PROVISIONS:

The plan shall provide for:

1. Enabling compensation in a voluntary manner to the owners of the floodway zone properties, without the expenditure of public capital, by transferring their development rights to the commercial properties adjacent to Jimmy Durante Boulevard;
2. Providing for the intensification of the commercial uses fronting Jimmy Durante Boulevard sufficiently to guarantee property renovation, and commensurate with the dedication of open space on the floodway zoned lots to the southeast.

A general guideline to determine the permitted floor area of the commercial lots which "receive" the transferred rights shall be the floor area ratio for the entire specific plan area, as though the floodway lots were zoned North-Commercial. The specific permitted floor area shall be determined by the City Council, increased or decreased, at the time of Specific Plan approval.

In exchange for the added floor area, the Floodway lots shall be preserved by dedication in fee or easement to the City of Del Mar or State of California. Land use, parking, landscaping, building heights and other standards of the NC Zone shall apply. Full design review shall be required. The Specific Plan is subject to the California Environmental Quality Act review, public hearings and approval by the City Planning Commission and City Council.

## VILLAGE CENTER SPECIFIC PLAN

### PURPOSE & INTENT:

To improve the appearance and function of the Village Center Area, generally located between 15th Street on the north and 8th Street on the south.

### PROVISIONS:

The plan shall provide for:

1. Continuity of landscaping theme, street furniture, lighting, public signing, sidewalk pavers, and other design features as required to identify and enhance the village area;
2. Methods to allow safe and convenient pedestrian crossings across Camino Del Mar;
3. Location of common satellite parking areas which will serve the downtown businesses;
4. Land use allocations which will help to provide economic and functional vitality to the retail portion of the down town district;
5. Right of way improvements to enhance the appearance of the village and which assists in its identification as the village center;
6. Coordination with the Plaza-Hotel Specific Plan.
7. Special provisions for the use and development of public lands including the City Hall site and/or the Del Mar Shores school grounds.
8. An economic analysis of the Specific Plan's recommendations; and
9. An implementing mechanism to implement all of the above provisions.

The plan should also assess the impediments of downtown revitalization, and propose solutions. The plan should take into account previous studies of the village center area, including prior Chamber of Commerce parking studies, the Village Center study, and the Del Mar 2000 report. The specific plan is subject to California Environmental Quality Act review, public hearings and approval by the City Planning Commission and City Council.



## WASTE WATER SYSTEM SPECIFIC PLAN

### PURPOSE & INTENT:

To prepare a comprehensive plan and description of the City's sewer system and waste water facilities required to manage existing and ultimate sewage flows, including an estimate of construction and installation costs of proposed recommendations.

### PROVISIONS:

The plan shall provide for:

1. Determination of ultimate sewage flows;
2. Evaluation of the existing pump stations and force mains;
3. Capacity analysis of the existing system;
4. Recommended improvements;
5. Prioritization and preliminary cost estimates for the recommendations.

The Waste Water Master Plan was prepared by consulting engineers in August 1983 and constitutes the Waste Water Specific Plan.

WATER SYSTEM SPECIFIC PLANPURPOSE & INTENT:

To provide a comprehensive evaluation of the transmission, storage and distribution networks comprised in the City of Del Mar Water System, including an analysis of the current system and needs, and to provide for the capability to reassess the system at any future time contingent upon changes in the system, water requirements, or defined fire flows.

PROVISIONS:

The plan shall provide for:

1. Analysis of base and peaking water requirements within the City;
2. Analysis of fire flow requirements;
3. Analysis of anticipated needs, including the storage, distribution, and transmission facilities.

The City of Del Mar Water Master Plan, was prepared by consulting engineers in August 1983, constitutes this specific plan of the City for provision of water services.